

CLMPTO

- ✓ High-performance tyre for a motor vehicle, provided with a tread having an overall width L and comprising two deep circumferential grooves which separate a central region from two lateral shoulder regions, said shoulder regions being provided with shoulder blocks, characterized in that the sum of the widths of said lateral shoulder regions is equal to or less than 60% of said overall width L, in that the width of each of said shoulder regions is not less than 20% of said overall width L, in that each of said circumferential grooves is adjacent, on the side further from said central region, to a continuous track from which are branched transverse grooves which delimit said shoulder blocks.

Claims 2-15 has been canceled.

--16. (new) A high-performance tyre for a motor vehicle, comprising a tread having an overall width and comprising first and second circumferential grooves;

wherein the circumferential grooves separate a central region from two lateral shoulder regions, wherein the central region comprises central blocks, and wherein the shoulder regions comprise shoulder blocks;

wherein a sum of widths of the lateral shoulder regions is less than or equal to 60% of the overall width, and wherein the width of each of the lateral shoulder regions is not less than 20% of the overall width;

wherein each of the circumferential grooves is adjacent, on a side further from the central region, to a respective continuous track from which branch transverse grooves delimiting respective shoulder blocks, wherein each continuous track terminates in a continuous lateral wall of the respective circumferential groove, and wherein the continuous lateral wall of at least one

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circumferential groove has a profile, in a radial plane, which is inclined more, with respect to a centerline axis of the respective circumferential groove, than a profile of a facing lateral wall of the respective circumferential groove; and

wherein the central blocks are separated from each other by transverse grooves having a bottom wall with a shaped profile of variable depth.

17. (new) The tyre of claim 16, wherein the continuous lateral wall of the at least one circumferential groove is inclined at an angle between about 14° and about 24° with respect to the centerline axis of the respective circumferential groove and comprises a first bottom radius between about 2 mm and about 5 mm, and wherein the facing lateral wall of the respective circumferential groove is inclined at an angle between about 3° and about 10° with respect to the centerline axis of the respective circumferential groove and comprises a second bottom radius between about 4 mm and about 7 mm.

18. (new) The tyre of claim 17, wherein the continuous lateral wall of the at least one circumferential groove is inclined at an angle of about 19° with respect to the centerline axis of the respective circumferential groove and comprises a first bottom radius of approximately 3.5 mm, and wherein the facing lateral wall of the respective circumferential groove is inclined at an angle of about 5° with respect to the centerline axis of the respective circumferential groove and comprises a second bottom radius of about 5 mm.

19. (new) The tyre of claim 16, wherein at least one of the shoulder blocks comprises a sipe which is approximately transverse with respect to an equatorial plane of the tyre.

20. (new) The tyre of claim 16, wherein the central region comprises at least a first and a second circumferential row of central blocks, wherein the first and second circumferential row of central blocks is delimited by either the first or second circumferential groove and at least one other circumferential groove.

21. (new) The tyre of claim 20, wherein the central blocks are approximately rhomboid-shaped.

22. (new) The tyre of claim 20, wherein the central blocks are approximately cusp-shaped.

23. (new) The tyre of claim 16, wherein the central region comprises at least a first and a second circumferential row of central blocks and a third circumferential row of inner central blocks, wherein the third circumferential row of inner central blocks is adjacent to a first annular projection, wherein the first circumferential row of central blocks is delimited by the first circumferential groove and a third circumferential groove, wherein the second circumferential row of central blocks is delimited by the second circumferential groove and a fourth circumferential groove, and wherein the third circumferential row of inner central blocks and the first annular projection are delimited by the third circumferential groove and the fourth circumferential groove.

24. (new) The tyre of claim 23, wherein the inner central blocks are approximately seniparabolic-shaped.

25. (new) A high-performance tyre for a motor vehicle, comprising a tread comprising first and second circumferential grooves, wherein the circumferential grooves separate a central region from two lateral shoulder regions, wherein the central region comprises central blocks, and wherein the shoulder regions comprise shoulder blocks;

wherein the shoulder blocks in each lateral shoulder region are separated from each other by transverse grooves, and wherein the shoulder blocks in each lateral shoulder region are joined at one end by a continuous track forming a continuous lateral wall of the respective circumferential groove;

wherein each of the circumferential grooves is adjacent, on a side further from the central region, to a respective continuous track from which branch transverse grooves delimiting respective shoulder blocks, wherein each continuous track terminates in a continuous lateral wall of the respective circumferential groove, and wherein the continuous lateral wall of at least one circumferential groove has a profile, in a radial plane, which is inclined more, with respect to a centerline axis of the respective circumferential groove, than a profile of a facing lateral wall of the respective circumferential groove; and

wherein the central blocks are separated from each other by transverse grooves having a bottom wall with a shaped profile of variable depth.--